

# New London 42877

## NH Route 103A Park & Ride

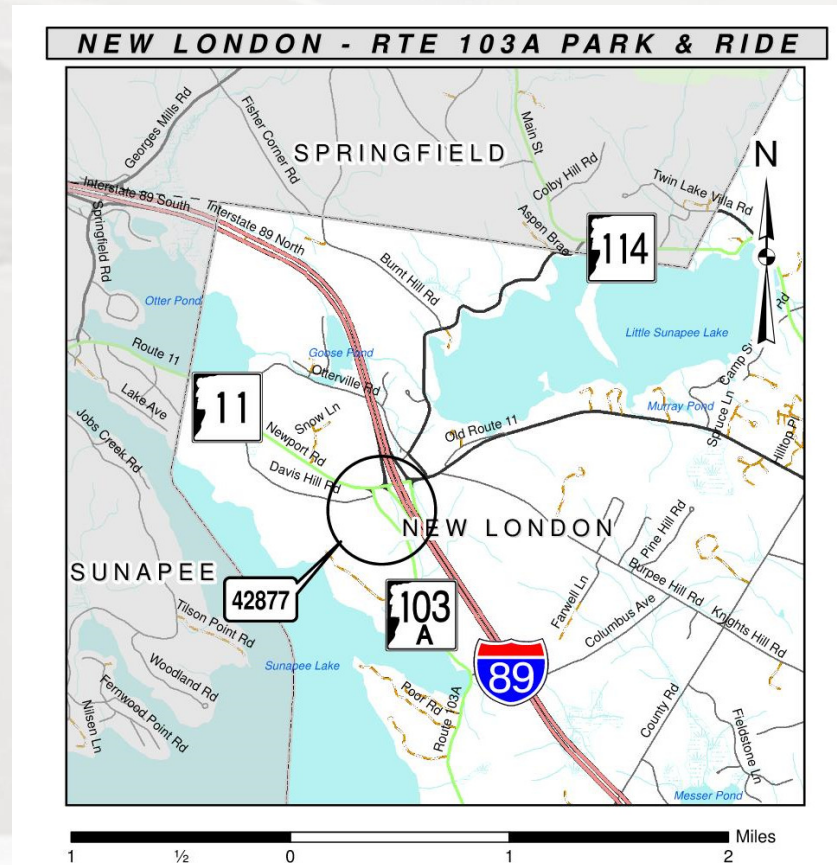
### CMAQ Park & Ride Expansion Project



Selectboard Meeting  
March 14, 2022

# Agenda

- Introductions & Meeting Goals
- Project Purpose & Need
- New London P&R History
- Existing Conditions
- Natural & Cultural Resources Review
- Alternatives
- Schedule & Construction Requirements
- Questions





# Meeting Goals

- Project & Alternatives Review
- Selected Alternative Discussion



# Purpose and Need



- Purpose: The expansion of the NH 103A New London Park and Ride
- Need:
  - Nearly 90% utilization
  - Recommended improvement by NHDOT Statewide Strategic Transit Assessment
  - New London Parking Enforcement Concerns
- Other Goals:
  - Preserve existing tree buffer
  - Address existing pavement condition & water quality concerns





# New London Park & Ride History



- Originally 1<sup>st</sup> NH carpool lot in 1980 located on NH 11
- Constructed NH 103A Park & Ride in 1996 with 42 spaces to replace NH 11 lot
- Expanded in 2009 to 133 spaces
- 2009, NHDOT instituted “Low Salt” Policy for NH 103A with Town approval
- Bureaus of Rail & Transit, District 2 & DC share Maintenance Responsibilities
- Dartmouth Coach operates 3:55am – 11:15pm weekly



# New London Park & Ride History



- Continues to be a successful Park & Ride and transit stop
- Currently, overflow and enforcement concerns
- Expansion need identified by:
  - New London's 2021 Master Plan
  - 2017 I-89 Commuter Transit Service Feasibility Study
  - NHDOT 2019 NH Statewide Strategic Transit Assessment – Park & Ride Facilitates
- 2019 successful CMAQ application submitted by R&T with support by Town, RPC, and DC

NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION

On the Move

*Roads Once Traveled...*



There was no big fanfare on October 6, 1976 when the first carpool parking lot was opened in New Hampshire. This was on Newport Road in New London, a short distance east from Exit 12. Doing the honors was Senate President Alf E. Jacobson of New London and Richard Fleming of the state's Energy Office. This small lot, essentially a wide spot on the old NH Route 11 roadbed, was replaced by the existing 42-space Park and Ride on NH 103A a short distance away, which opened December 8, 1995. New Hampshire currently has 25 Park and Ride lots across the state.

# Existing Conditions



- ~52,600 SF of pavement consisting of 123 parking, 8 ADA, and bus loading areas
- Park & Ride within I-89 LAROW and NH 103A ROW
- Lighting & Security Cameras maintained by NHDOT
- Limited drainage & water quality treatment; 2009 expansion proposed vegetated buffer & landscaping
- Tree buffer between NH 11 & Park & Ride remains priority





# Natural & Cultural Resources



- No cultural resources located in project area, NHDHR concurred on 7/19/21
- No rare species identified
- NLEB evaluation is not required.
- No impact on air quality
- Noise assessment unnecessary
- No conserved lands impacted
- No flood plains
- Wetlands consist of small emergent to forested and emergent systems within parcel.



# Natural Resources

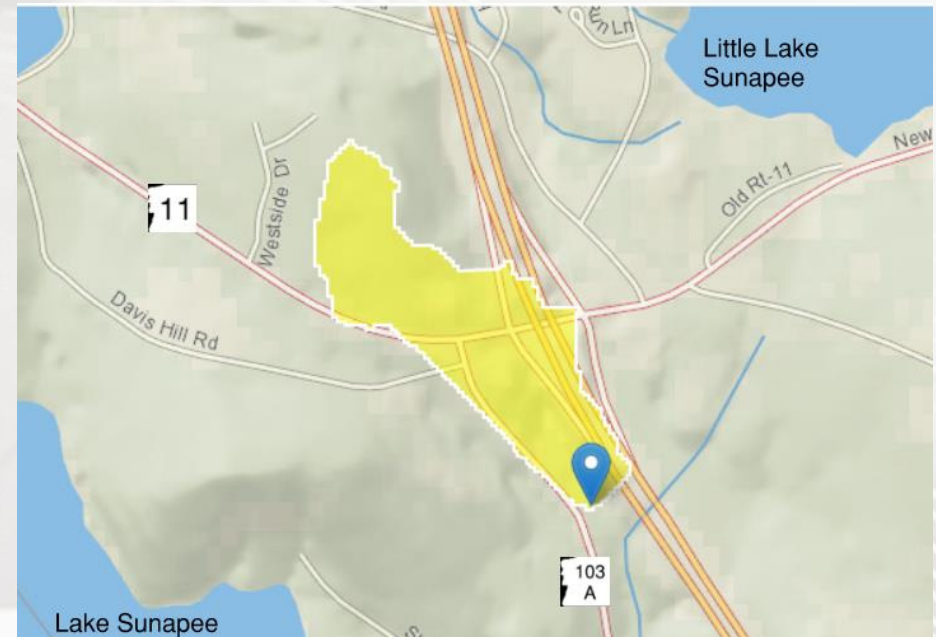


- Wetlands A & B – PEM1E, small emergent from culvert and underdrains
- Wetland C – PFO1E/PEM1E, forested and emergent larger wetland connected to conservation property
- Wetland D – PFO1E, separated forested developed by HW table
- Wetland E – PEM1Ex, wetland formed at outlet of storm drain
- Perennial Stream – R2UB1/2, cobble/sand bottom collects interchange drainage to Wet. C

# Natural Resources



- Brook to Herrick Cove impaired for Chlorides
- Concerns expressed by Town of New London during 2009 Expansion
- NHDOT Implemented Snow Removal & Ice Control Policy for NH 103A expecting ~20 tons of reduction/yr
- Alternatives Maintain 2009 vegetated buffer & landscaping
- Alternatives evaluate improved drainage & add water quality treatment





# Alternatives



- Advertisement Date: July 19, 2022
- Total Budget: \$700,000
- Meet NHDOT Statewide Strategic Transit Assessment of 47 spaces
- Lighting Relocation Required
- ITS to be installed under separate R&T contract
- Anticipated Permits Required
  - NHDES Standard Dredge & Fill
  - CGP NOI
- No Right-of-Way or Easements Required



# Alternatives



- Natural Resources Meeting 7/21/2021 & 12/15/2021
  - NRM concerned about wetlands & reduced wetland impacts with 2:1 slope, guardrail in vicinity of wetland to south contributing factor to approval
- Dartmouth Coach meeting 12/07/2021 & Review with New London Staff 1/18/2022
  - Priorities included preserving tree buffer, maintenance & emergency vehicle access/turning movements, and operations
  - Review of Porous & Conventional Pavement Designs – porous nearly 2x cost & life cycle concerns by District 2 & Town
  - Treatment swale developed in NH 103A ROW collecting nearly 40,000 SF
- Review with ConComm & LSPA 2/16/2022
  - Discussed Selected Alternative, Wetland Impacts & Water Quality



# Alternatives – North



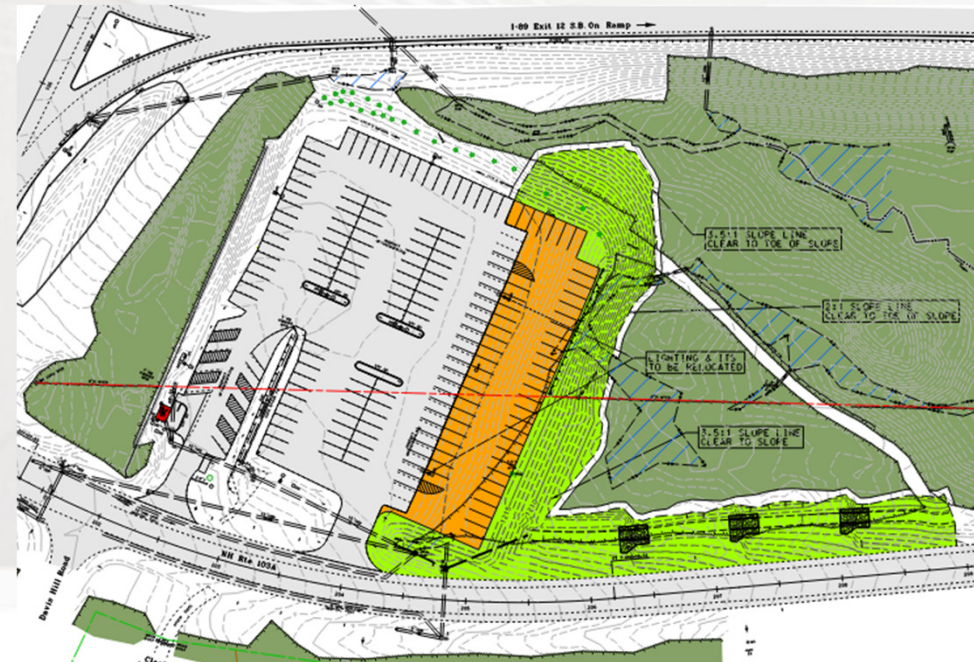
- Adds 44 net spaces
- Requires clearing 0.3A of tree buffer
- Shallow bedrock expected increases excavation & drainage costs
- Wetland Impacts:
  - Perm: ~300 SF
  - Temp: ~150 SF
- New Impervious Surface = 18,900 SF
- Water Quality: Treatment Swale
- Estimated Total Project Cost = \$990,000



# Alternatives – South

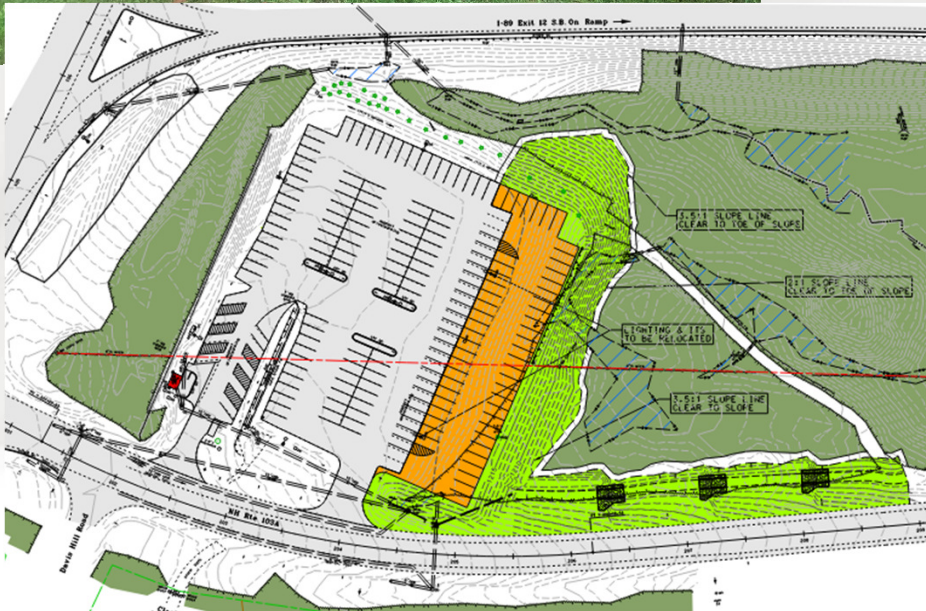


- Adds 49 net spaces
- Requires no clearing of tree buffer
- Wetland Impacts:
  - Perm: ~1700 SF
  - Temp: ~150 SF
- New Impervious Surface: 16,850 SF
- Water Quality: Treatment Swale meeting 2x Impervious Goal
- Estimated Total Project Cost = \$910,000





# Selected Alternative – South



- South Alternative
  - Meets Expansion Goal w/ 49 spaces w/ less impervious area
  - Treatment Swale collects 250% of new impervious area for parking & NH 103A pavement area
  - Wetland Impacts Less than 3000 SF; Standard Dredge & Fill Required
  - Meets Town & Project Sponsor Goals
  - Meets Purpose & Need

# Schedule & Construction Requirements



<b>Wetlands Review &amp; Final Design</b>	<b>March – July, 2022</b>
<b>Approvals &amp; Final Construction Documents Complete</b>	<b>June, 2022</b>
<b>Advertise Project for Construction</b>	<b>July 19, 2022</b>
<b>Contractor Bids Due</b>	<b>August 11, 2022</b>
<b>Anticipated Construction Begins</b>	<b>April, 2023</b>
<b>Final Completion Date</b>	<b>August 4, 2023</b>

- Construction Requirements
  - Parking Restrictions & Closure for Wearing Course
  - Maintain Bus Routes and/or possible Short-Term Bus Route Cancellation



# Contact



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## Project Website

<https://www.nh.gov/dot/projects/newlondon42877/index.htm>

# Questions

